

CONTINUED FROM FIRST PAGE.]

would do until morning all would be saved. In a short time a heavy sea for the first time broke over the upper deck of the vessel; and then all hope faded over the water.

The preserves were now supplied to all and we sent up two rats when a tremendous sea swept over us and the steamer in a moment went down. I think some four hundred or four hundred and fifty souls were launched upon the waves at the mercy of the waves. The storm at this time had entirely subsided. We all kept near together and went as the waves took us. There was nothing or very little said, except that each one cheered his fellow swarmer on. Courage was thus kept up for two or three hours, and I think for that space of time none had drawn a breath but those who could not swim because exhausted. At this time gradually one by one passed away to eternity.

The hope that boats would be sent to us from the two vessels we had spoken soon fled from us, and our trust was in Providence—"and what better trust could you or I ask?" I saw my comrades sink fast, and at one o'clock that night I was nearly alone upon the ocean, some two hundred miles from land. I had, I trust, however, about from all that could do me, that were not far from me, but I could not see them. Within an hour from this time I saw a vessel, which I judged to be about one mile from me. Taking fresh courage, I struck out for the vessel, and reach it when nearly exhausted and they drew me on board.

It proved to be a Norwegian bark, *Fame*, bound for Hamburg, bound for Falmouth, England. I found

on board of her some three of my comrades, and at half past one o'clock the next morning, we had forty-nine noble fellows on board, and these are all I know of having been saved.

We cruised about the place until we thought that all alive had been rescued, and then set sail. We found the bark short of provisions and the crew living on grub. We had some tea and coffee to refresh ourselves, and as soon as Sunday we spoke the American bark *Saxon*, bound for Savannah, which supplied us with provisions and took five of us on board. Our names are:—

B. H. Ridder, of Maine.
Jabez Howes, of San Francisco.
Samuel W. Cook, of Maine.

Adolphus Prentiss, of San Francisco.

Henry H. Childs, of New York.

The Norwegian bark set sail for Charleston with the baggage of the forty-three passengers, whose names unfortunately I cannot give. The few that I have recalled are as follows:—

Capt. Rodger, of Baltimore.

Mr. Fisher, second officer.

R. F. Brown, of Sacramento.

Billie Birch, of the San Francisco Minstrels.

A. J. Eaton, of San Francisco.

—Finsler, of Augusta, Ga.

There is a lad of some seven years old, whose mother was in the other ladies placed on board the brig.

P. R.—These were three passengers that got into the boat that saved the women and children, who are known to me. Their names are:—

Mr. Price, of Long Island.

Thomas Parke, of Stamford, Ct.

Mr. Jones, of ——.

TELEGRAPHIC DISCOURTESY.

WASHINGTON, Se 14, 1857.

At an early hour this forenoon the agent of the New York Associated Press at Norfolk was despatched to Hampton Roads to collect from the rescued passengers every incident connected with the late terrible disaster, and at the same time the Petersburg and Norfolk telegraph was requested to hold open at the Association's expense until the return of the special reporter from Sampson Roads, notwithstanding which the line was closed at about the usual time (6 o'clock) this evening, thus depriving us of the possibility of obtaining any further particulars from Hampton Roads to night.

THE EFFECTS OF THE GALE ON OTHER VESSELS.

The ship *Liberty*, Captain Atkins, which arrived at this port yesterday morning from New Orleans, reports that from the 10th to the 14th last she experienced very severe gales from N.E. to southward, blowing a hurricane, during which her mainmast was sprung and her rudder head was badly twisted; she also commenced leaking badly, when they threw overboard 500 sacks of wheat to lighten her, which so decreased the leak that, with one pump, they were enabled to keep her afloat. At present she makes about 15 strokes per hour.

Captain Christian, of bark *Kate Lincoln*, arrived yesterday from Demarest, states that on Thursday, the 17th inst., he saw a dark ground north, with loss of fore and mainmast, and made, and at the same time he also saw a brig which had lost her foretopgallant mast.

Captain Nickels, of bark *Sarah A. Nickels*, which sailed from Baltimore on the 12th inst., for Monroeville and a market, reports that when at anchor on the Horse Shoe, Ct. Roads, night, during the gale, lost both anchors; at eight P. M. made ready and got to sea at nine A. M. next day, and returned 15th, and as soon as other anchors are obtained will proceed to sea. When at sea, Capt. Henry saw a quantity of wrecked materials belonging, apparently, to a steamer; amongst it was part of a wheelhouse, painted white, or a very light color, the side of a cabin or saloon with four windows in it, and a port bottom.

The brig *Morality*, Captain Tinker, which arrived yesterday from Mayaguez, reports that on the 1st inst., while sounding under close reefed topsails, was boarded by a heavy sea, which started dock load and caused the brig to leeward, and on the 14th she split her foretopgallant sail.

The brig *Richard*, Capt. Ames, arrived at this port yesterday from Honduras, and reports a succession of northward gales during the passage. On the 11th inst., in latitude 22, longitude 78, during a hurricane from N.W. to E., lost fore and main top mast, split sail, and sustained other damage.

Capt. Hall, of the brig *Warren Goddard*, arrived yesterday from Azores, reports that on the 11th and 12th inst., in latitude 22, longitude 76, had a hurricane from N.E. to W., which again foretopgallant mast, staved bulkheads, also lost dock load of logwood, lost and split sail, &c.

Capt. Thompson, of the brig *Maria Morton*, arrived yesterday from Barbados, reports that on the 11th inst., in latitude 23, longitude 77, while lying under the lee of the mainmast, was struck by a hurricane from northeast, when she was run before it; but, she braced to, and while attempting to get her off again lost most of the sail, and was compelled to cut away the mainmast, and had the decks swept. Staved bulkheads, clear deck and bulwarks of forward cabin, the sea rolling clean over her, and the vessel making much water. Was compelled to throw overboard part of the cargo, as we were not able to keep at the pumps. The hurricane lasted about twelve hours from northeast, when it hauled around to the southwest. Same day passed a vessel west, with topmast and foretopgallant mast and new sails studded.

The brig *Malvin*, at Boston from Jerome, reports that on the 8th instant had heavy gale, sprang leak, lost sail, and had cabin stores injured. Throw overboard thirty tons of wood.

The schooner *Mary Alice* arrived here yesterday from Havana. On the 15th inst. was in latitude 22, longitude 78, and experienced a gale from N.E. to W., and lost bulwarks, split sail, &c. At 11 P. M. of the 15th a steamer passed under her bow. She was painted black, with a yellow mousing; had two masts and a short bowsprit—no head. On the 16th inst. passed a vessel east, supposed to be a schooner of about 250 or 300 tons, who passed a quantity of hard and pine lumber.

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